IN THE CLAIMS

Please amend the claims to read as follows:

Listing of Claims

1. (Currently Amended) A method of determining at least one cue of vertical position of an aircraft ~~(A)~~ during landing thereof on a landing strip ~~(2)~~, in the presence of a lateral alignment beam ~~(3, 3B)~~ which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip ~~(2)~~, wherein:

a) said lateral alignment beam ~~(3, 3B)~~ is detected on the aircraft ~~(A)~~;

b) on the basis of cues relating to said lateral alignment beam ~~(3, 3B)~~ thus detected and of predetermined cues, an axis of approach of the aircraft ~~(A)~~ is determined;

c) the actual position of the aircraft ~~(A)~~ is determined;

d) a preset position of the aircraft ~~(A)~~ is determined, which corresponds to the position that the aircraft ~~(A)~~ would have if it were on said approach axis; and

e) on the basis of said actual position and of said preset position of the aircraft ~~(A)~~, the vertical deviation of the aircraft ~~(A)~~, which represents said vertical position cue, is computed.

2. (Currently Amended) The method as claimed in claim 1, wherein, in step b), to determine said approach axis:

~~α)~~ a set of first axes all passing through one and the same predetermined point situated on the ground at least in proximity to said landing strip ~~(2)~~ and all exhibiting one and the same predetermined slope is formed; and

~~β)~~ a first axis of said set of first axes, whose projection onto a horizontal plane is parallel to the projection onto this horizontal plane of said <u>detected</u> lateral alignment beam ~~(3, 3B) detected~~, is chosen as <u>the</u> approach axis.

3. (Currently Amended) The method as claimed in claim 1, wherein, in step c), the actual position of the aircraft ~~(A)~~ is determined on the basis of values of longitude, of latitude and of altitude of the aircraft ~~(A)~~.

4. (Currently Amended) The method as claimed in claim 3, wherein the value of altitude of the aircraft ~~(A)~~ is obtained with the aid of at least one measurement carried out by at least one barometric probe ~~(19)~~.

5. (Currently Amended) The method as claimed in claim 3, wherein the altitude value, which is measured, is corrected~~,~~ as a function of the temperature on the ground.

6. (Currently Amended) The method as claimed in claim 5, wherein the measured altitude value Am ~~measured~~ is corrected with the aid of the following expression, to obtain a corrected altitude value Ac:

$$Ac = (Am-Ap).(T1/T2) + Ap$$

in which:

[[-]] Ap represents the altitude of the landing strip ~~(2)~~;

[[-]] T1 is the temperature on the ground; and

[[-]] T2 is a predetermined temperature value.

7. (Original) The method as claimed in claim 5, wherein the altitude value is corrected only if the temperature on the ground is less than a predetermined temperature value.

8. (Currently Amended) The method as claimed in claim 3, wherein the altitude value, which is measured, is corrected in such a way as to obtain a corrected altitude value QNH which is referenced with respect to the level ~~(28)~~ of the sea ~~(29)~~.

9. (Currently Amended) The method as claimed in claim 8, wherein, when the measured altitude value QFE is referenced with respect to the landing strip ~~(2)~~, it is corrected~~,~~ with the aid of the following expression~~,~~ to obtain the corrected altitude value QNH:

$$QNH = QFE + Ap,$$

in which Ap represents the altitude of the landing strip ~~(2)~~.

10. (Currently Amended) The method as claimed in claim 8, wherein, when the measured altitude value is a standard altitude STD, it is corrected~~,~~ with the aid of the following expression~~,~~ to obtain the corrected altitude value QNH:

$$QNH = STD + \Delta \text{ with } \Delta = QNHp - \beta,$$

QNHp being a value dependent on the atmospheric pressure at the level of the landing strip ~~(2)~~ and β being a predetermined value.

11. (Currently Amended) A method of guiding an aircraft ~~(A)~~ during landing thereof on a landing strip ~~(2)~~, in the presence of a lateral alignment beam ~~(3, 3B)~~ which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip ~~(2)~~, wherein the following series of successive operations is carried out repetitively up to landing:

[~~A/~~] the method specified under claim 1 is implemented to determine the vertical deviation of the aircraft ~~(A)~~;

[~~B/~~] the lateral deviation of the aircraft ~~(A)~~ with respect to said detected lateral alignment beam ~~(3, 3B) detected~~ is determined; and

[~~C/~~] the aircraft ~~(A)~~ is guided in such a way as to cancel out said vertical and lateral deviations.

12. (Currently Amended) A device for determining at least one cue of vertical position of an aircraft ~~(A)~~ during landing thereof on a landing strip ~~(2)~~, in the presence of a lateral alignment beam ~~(3, 3B)~~ which is emitted from the ground and which gives an indication regarding the lateral alignment with respect to the landing strip ~~(2)~~, which comprises:

[[-]] a ~~means of~~ detection ~~(7) for detecting~~ section that detects said lateral alignment beam ~~(3, 3B)~~ on the aircraft ~~(A)~~;

[[-]] a database ~~(8)~~ comprising cues relating to landing on said landing strip ~~(2)~~;

[[-]] a first ~~means (9) for determining~~ section that determines an axis of approach of the aircraft ~~(A)~~, on the basis of cues relating to said lateral alignment beam ~~(3, 3B)~~ that are received from said ~~means of~~ detection section ~~(7)~~, and cues received from said database ~~(8)~~;

[[-]] a second ~~means (14) for determining~~ section that determines the actual position of the aircraft ~~(A)~~;

[[-]] a third ~~means (12) for determining~~ section that determines a preset position of the aircraft ~~(A)~~, which corresponds to the position that the aircraft ~~(A)~~ would have if it were on said approach axis; and

[[-]] a fourth ~~means (15) for computing~~ section that computes, on the basis of said actual position and of said preset position of the aircraft (A), the vertical deviation of the aircraft ~~(A)~~, representing said vertical position cue.

13. (Currently Amended) The device as claimed in claim 12, wherein said first and second ~~means (9, 20)~~ sections form part of one and the same computation unit ~~(UC1)~~.

14. (Currently Amended) The device as claimed in claim 12, wherein said third and fourth ~~means (12, 15)~~ sections form part of one and the same computation unit ~~(UC2)~~.

15. (Currently Amended) ~~An aircraft, which comprises a device able to implement the method specified under~~ The method of claim 1, wherein the method is implemented by a device on the aircraft.